



**Solicitation Information
June 30, 2016**

Request for Qualifications (RFQ) # 7550679

TITLE: Public Private Partner for Master Planning, Feasibility, Construction and Financing of an Intermodal Transportation Center

Submission Deadline: Tuesday August 30, 2016 at 11:00 am (Local Time)

**PRE-PROPOSAL CONFERENCE: YES * DATE: July 6,7,8,11,12,13 (Six optional days)
TIME: 2:00 PM
MANDATORY: NO
LOCATION: Amtrak Station Lobby, 100 Gaspee Street, Providence, Rhode Island**

Questions concerning this solicitation must be received by the Division of Purchases at thomas.bovis@purchasing.ri.gov no later than **7/15/2016 at 4 PM (Local Time)** Questions should be submitted in a Microsoft Word attachment. Please reference the RFP# on all correspondence. Questions received, if any, will be posted on the Internet as an addendum to this solicitation. It is the responsibility of all interested parties to download this information.

SURETY REQUIRED: No

BOND REQUIRED: No

**Thomas Bovis
Interdepartmental Project Manager**

Applicants must register on-line at the State Purchasing Website at www.purchasing.ri.gov

Note to Applicants:

Offers received without the entire completed RIVIP Generated Bidder Certification Form attached may result in disqualification.

*Please contact Tom Bovis at Thomas.bovis@purchasing.ri.gov or Dawn Vittorioso at Dawn.Vittorioso@purchasing.ri.gov if you plan on attending a pre bid conference

THIS PAGE IS NOT A BIDDER CERTIFICATION FORM



**REQUEST FOR QUALIFICATIONS (“RFQ”) FOR A PUBLIC PRIVATE PARTNER
FOR MASTER PLANNING, FEASIBILITY, CONSTRUCTION & FINANCING OF AN
INTERMODAL TRANSPORTATION CENTER WITH OVERBUILD TO BE LOCATED IN
THE CAPITAL CENTER SPECIAL DEVELOPMENT DISTRICT OF DOWNTOWN
PROVIDENCE, RHODE ISLAND**

Schedule*

RFQ Document Availability	June 30, 2016
Voluntary Site Tour	July 6-13, 2016 2:00 PM
Questions Due	July 15, 2016 2:00 PM
Response to Questions	July 20 , 2016 *
RFQ Response Due	August 30, 2016 *
Interviews	To be determined

Contact
Thomas Bovis
Interdepartmental Project Manager
State of Rhode Island Department of Administration
Division of Purchases
Thomas.Bovis@purchasing.ri.gov

Rhode Island Department of Administration reserves the right to modify this schedule.





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ABSTRACT

The Rhode Island Department of Administration, Division of Purchases, on behalf of the Department of Transportation ("RIDOT") is seeking a master developer to partner with RIDOT to construct an intermodal bus hub and public parking facility near or adjacent to the Providence Train Station as part of a Transit Oriented Development (TOD) public private partnership (P3). It is the intention of RIDOT to work in collaboration with a highly experienced firm to construct the **Providence Intermodal Transportation Center ("PITC")** that includes a bus terminal and public parking along with a residential, retail, office, and/or commercial overbuilds/adjacent development. RIDOT is interested in pursuing an aggressive timeframe for the project. In 2014, the voters of the State of Rhode Island approved a \$35 million state bond to support the construction of transit hubs such as PITC. While RIDOT is open to a multi-phased approach, the near-term construction of the bus facility is an essential element of any initial phase. RIDOT has been charged with relocation of bus terminal facilities from their existing location at Kennedy Plaza to a site near or adjacent to the Providence Train Station. While federal funds are being used for planning, RIDOT does not contemplate using federal funding for design and construction. The State of Rhode Island will be responsible for acquiring any real estate that is required for the project.

To encourage Transit Oriented Development at the site, the State of Rhode Island recently established a number of economic incentive programs aimed at attracting new businesses to the state and encouraging economic development. These include tax credits for qualified new jobs, new development and Tax Increment Financing (TIF). Many of these programs offer transit specific incentives. Finally, the State of Rhode Island has an ongoing need to lease private office space to accommodate the state's work force. Respondents should indicate the degree to which such tenancy could facilitate their participation. In addition to state incentives, the City of Providence offers tax stabilization in the Capitol Center District where the train station is located.

It is RIDOT's intent that this Request for Qualifications (RFQ) serve as a pre-qualification for a future Request for Proposals (RFP) limited to those successful respondents to this RFQ.

The setting for this project is Providence, Rhode Island, a remarkable urban community that offers the perfect combination of stability and opportunity for the right developer willing to invest and partner with the State to build a transit-oriented development along the Northeast Corridor. Along with the unique assets of a growing innovation economy, historic residential and commercial neighborhoods, a high concentration of nationally recognized colleges and universities, an internationally acclaimed food and restaurant scene, vibrant cultural and arts destinations and abundant retail shops, the City is unquestionably poised to enter an accelerated phase of new development. Providence also offers a quality of life that will increase in demand as residents and businesses continue to be outpriced from cities like Boston and New York.





Key project goals include:

- Improving transit connections and minimizing transfers;
- Improving bus operating conditions;
- Providing a clean, working, safe and secure transportation environment;
- Increasing parking, bicycle, scooter and motorcycle storage;
- Supporting local & regional economic development; and
- Freeing up space at the existing Kennedy Plaza for recreational use.

RIDOT is collaborating with several public partners in this effort including: Rhode Island Commerce Corporation, The Rhode Island Public Transit Authority and the Department of Administration's Division of Capital Asset Management & Maintenance. The PITC project seeks to efficiently and effectively tie together Rhode Island's public bus system, Amtrak regional rail, private intercity coach buses, taxi, limo services, and other forms of transportation while at the same time fostering Transit-Oriented Development (TOD).

Section I. INTRODUCTION

The Rhode Island Department of Transportation ("RIDOT") is leading a unique public-private partnership to establish the **Providence Intermodal Transportation Center ("PITC")**. RIDOT is collaborating with several public partners in this effort including: the Rhode Island Commerce Corporation ("Commerce RI"), the Rhode Island Public Transit Authority ("RIPTA"), and the Rhode Island Department of Administration's Division of Capital Asset Management & Maintenance. The PITC project will play a significant role in working to efficiently and effectively tie together Rhode Island's public bus system, Amtrak regional rail, private intercity coach buses, taxi, limo services, bicycle and other forms of transportation. It is the intention of the Project Sponsors to work in collaboration with a highly experienced firm that will focus on creating an economic engine that would include the PITC, residential, retail, hotel and/or commercial overbuilds with enhanced associated parking and other services.

The background for the current transportation system emanated from the 1982-86 massive relocation of the railroad right-of-way occasioned by the Capital Center Project. Funded by the Federal Railroad Administration and by the State of Rhode Island as part of the Northeast Corridor Improvement Project, the functional lay out of the structure reflects programming of a past era where transit destinations for train and bus were separated.

Providence's travel patterns and ridership volumes have changed significantly over the past few decades. In 1988, the Massachusetts Bay Transit Authority ("MBTA") added commuter rail service to the Providence Station. Providence Station has consistently provided the largest annual ridership of all of the MBTA's stations outside of downtown Boston. In addition to the added traffic of Providence to Boston, Amtrak's Acela service has also created a market for business day trips to New York City in addition to regional travelers. Total ridership for Providence Station in 2015 was 1.25 million.





On top of the City's changing transportation use, Providence is growing. The number of residents living in the one-mile corridor between the Rhode Island State House and Garrahy Courthouse grew by more than 70 percent between 2000 and 2010. It is anticipated that this trend will continue. The PITC project is situated directly within this growth area; any plan must take into account the changing transportation patterns, population and ridership growth.

DEVELOPMENT OBJECTIVES

This RFQ aims to identify potential private sector partners that can assist the Project Sponsors to: (1) address inadequacies in the current commuter rail and bus passenger-handling capacity in downtown Providence; (2) advance the level of intermodal facilities in terms of passenger comfort, bright and spacious interior volumes and high-quality retail amenities; and (3) fully integrate this public transportation element into a larger, catalytic transit-oriented real estate development project. The specific objectives of the Project Sponsors in this solicitation are to:

- Facilitate a seamless passenger experience, including a strong linkage among Amtrak, RIPTA and other third-party transportation services;
- Allow for connectivity to the surrounding business district including Downtown, I-195 Innovation District, College Hill, Hospital District, and surrounding residential neighborhoods;
- Meet current and projected commuter demands both locally and regionally with appropriate levels of service;
- Create greater synergies between commuter passenger-facing operations, including ticketing, waiting, information displays, retail operations and other amenities;
- Enhance the flexibility, efficiency and innovation of commuter operations;
- Provide a clean, working, safe and secure transportation environment for passengers and public transportation employees;
- Increase parking, bicycle, scooter and motorcycle storage;
- Improve connections among transit options and minimize transfers;
- Support City and State economic development and leverage greater real estate development opportunities in the Providence's core, including the provision of new office and commercial space inventory and the expansion of a range of new housing opportunities;
- Maximize the opportunities to create new retail and passenger enhancements;
- Optimize allocation of risks and benefits between the Project Sponsors and the Respondent(s);
- Minimize public sector subsidy; and
- Obtain the best value for the money with the greatest certainty of project cost and schedule.

TRANSPORTATION OVERVIEW

Kennedy Plaza (the "Bus Hub") is currently Providence's sole bus transportation center. Total passenger activity is 34,000 daily, and the number is expected to increase. Kennedy Plaza and the Providence MBTA/Amtrak Station are separated by approximately 1,700 feet which creates a physical disconnect





between the bus and the train systems. Additionally, the Plaza currently exceeds preferred operational maximums in terms of bus movements per hour and has little room for growth.

The MBTA/Amtrak Providence Station by the same token has seen increased intercity rail ridership and is now one of the three busiest stations in the MBTA commuter rail system and the 13th busiest in Amtrak's national system. Access to the station from the sidewalk and plaza area to the south is hampered during peak periods by traffic congestion along Railroad Avenue and Park Row West and Gaspee Street.

Parking capacity is also a concern for train passengers, Amtrak employees, and station tenants. There is an adjacent two level underground parking garage with a 360-vehicle capacity that typically is full by 6:30 AM on weekdays. Generally, later arrivals use the Providence Place Mall garage or area surface lots.

Real estate and job development patterns are also evolving in downtown Providence. While employment centers in downtown were formerly heavily concentrated near Kennedy Plaza, in recent decades many more jobs have moved towards the State offices, the Providence Place Mall, and the Capitol Center District (all closer to Providence Station). Additionally, many jobs have begun to move south of downtown, such as the Jewelry District and the Rhode Island Hospital district. Essentially, this job relocation pattern means that a single transit hub can no longer effectively serve the diverse employment locations in central Providence.

Transit plans envision a future network with three hubs at Providence Station, Kennedy Plaza, and Rhode Island Hospital, the region's only Level I trauma center, and one of the largest employers in the State. These hubs will be connected by a high-frequency premium rapid bus corridor that creates a transit spine between these job centers. The new PITC is a key element of this vision and it will constitute the northern anchor for this comprehensive transit vision, and likely the location with highest pedestrian traffic as commuters change between the high-frequency transit distributor and longer – distance train and bus services.

There are both real and perceived issues with the current bifurcation of the bus and rail stations. They include:

- Bus connections between Kennedy Plaza and Providence Station are limited;
- Bus facilities at Kennedy Plaza are insufficient to meet current and future operational needs;
- Employment centers in Providence continue to spread north and south from Kennedy Plaza, north towards the Capitol Center District and south towards the Jewelry District and Rhode Island Hospital;
- Downtown leaders want to offer more programmed events and park services at Kennedy Plaza;





- There is no dedicated scooter or motorcycle storage, and transportation users park on the sidewalk areas which further hinders pedestrian access.
- Amtrak police and security use Providence Station as an operational base for patrols, typically parking vehicles along Gaspee Street, interfering with one of the Station's drop-off areas;

The PITC project is tasked with resolving any and all issues and concerns associated with intermodal transportation in Downtown Providence along with adding value to the City of Providence and to the State of Rhode Island by modernizing this vital center of the downtown.

BUS HUB SPECIFICATIONS

RIPTA has evaluated its needs and developed the specifications listed below for the Bus Hub. These are general specifications for each Respondent to consider in conceptualizing its development plan. The goal is a Bus Hub and transportation center that supports Rhode Island's growth for the next century with a timeless, skyline altering development, and enhancing Providence's continued success.

1. All bus circulation areas must allow at least 14' clearance to allow for all models of coach-type buses, be segregated from parking garage or loading dock areas, and allow safe, easy turning for all nationally common models of city transit and coach buses at a reasonably high travel speed.
2. The facility must include approximately 12-16 bus berths without required reversing and provide segregated, curbed, fully accessible passenger loading areas.
3. Bus access routes must be provided to the facility to and from both the north and south. Quick, direct bus access must be possible from the facility towards Smith, Charles and Main Streets, as well as towards the center of Downtown. Access points must be positioned such that buses can use the current or planned future street network to reach the facility exit with minimal distance.
4. Pedestrian safety and comfort is key. The facility should be bright and safe and include pedestrian safety, anti-crime/anti-vandalism/anti-loitering design features, bright lighting and natural light whenever possible.
5. The design should include high-quality passenger waiting areas, including an indoor space, ticket windows, some RIPTA office space, and access to bathrooms.
6. There must be a covered pedestrian connection between the train station and the transit facility.

These general specifications should be incorporated in Respondent's development program. Additional details will be provided in the RFP.





Section II. DEVELOPMENT AREA

PROPERTY HISTORY

Passenger and freight rail tracks were at one time on elevated tracks through downtown Providence physically separating the downtown from the State House. The Providence Foundation, the City, the State, the Federal Railroad Administration, the Federal Highway Administration, the Providence and Worcester Railroad and Amtrak realigned and lowered the Northeast Corridor using Federal Railroad and State funding, creating 48 acres of valuable urban property known as the “Capital Center Special Development District.” Concurrently, a commission was established to guide the development of this area and ensure that the District was linked to downtown and the State House while creating an attractive and orderly public space along with new developable land. To date, approximately 15 of the original 48 acres remain vacant. It is this vacant property and surrounding air rights that is expected to be utilized for the project.

The result of the creation of the Capital Center District was a reconnection with downtown. However, by today's standards, connection between bus and rail is disrupted. The PITC project seeks to restore this connectivity to help build a prosperous, sustainable, and equitable 21st century Providence.

PROPOSED DEVELOPMENT AREA – IN THE HEART OF A CITY OF OPPORTUNITY

Providence, Rhode Island is a remarkable urban community that offers the perfect combination of stability and opportunity for the right developer who is willing to invest and partner with the Project Sponsors to build a transit-oriented development along the Northeast Corridor. Providence already has the 3rd busiest MBTA commuter stop and the 13th busiest station in Amtrak’s service territory nationwide. Along with its unique assets of a growing innovation economy, historic residential and commercial neighborhoods, concentration of nationally recognized colleges and universities, acclaimed food and restaurant scene, vibrant cultural and arts destination and abundant retail shops, the City is unquestionably poised to enter an accelerated phase of new development.

Providence is fortunate to have a dynamic urban core that includes diverse and bustling businesses, academic and growing residential communities that are attracting the attention of young workforce talent that is critical to the successful growth and vibrancy of urban communities today. Providence offers unparalleled housing options for people looking for dynamic, fun, convenient and culturally-rich communities in which to reside with rents and housing costs at a fraction of those in Boston and New York. Providence offers a truly unique and outstanding quality of life that will increase in demand as residents and businesses continue to be outpriced of the major core cities. The strategic location, historic character, walkable scale, dynamic art and design influences, long business traditions and the following extensive list of attributes makes Providence ripe for growth.





Livability

- Affordable, beautiful and convenient place to live, work and play in the center of the Boston-New York corridor.
- Entire historic downtown listed on the National Historic Register and Providence's commitment to preserving its historic buildings is part of what makes it such a special place to work and live.
- Concentration of nationally acclaimed restaurants, unique shopping, art galleries, museums, theaters, and concert venues are all just a short walk away from the subject development area.
- Robust agenda of music and cultural festivals and one of the highest densities of public city parks and greenspaces in the country.
- Strong base of young well-educated workers - 28% of the population are between the ages of 15-24 years old - infusing Providence's economy and culture with the most current knowledge and technologies, and with a youthful approach that lends itself to creative problem solving, entrepreneurship and a thriving arts and food scene.

Innovation and Economic Growth

- Well-educated, diverse population in a vibrant college rich city that breeds new ideas innovation.
- Long tradition of excelling in education, hospitality, healthcare and manufacturing, and rapid growth in life sciences, information technology and digital media sectors.
- I-195 Innovation District announced as newest home for Wexford 1.2 million square foot innovation center.
- GE to locate a new Digital Information Technology Center in Providence by early 2017, which will employ over 100 professionals with plans to grow beyond that number.
- Rapid health sector growth, anchored by Providence's many hospitals, including Hasbro Children's Hospital Rhode Island Hospital, The Miriam Hospital, Bradley Hospital, Butler Hospital, Women and Infants Hospital, Roger Williams Medical Center, and by Brown's Alpert School of Medicine.

Education

- Education powerhouse, with strong programs in design, medicine, culinary arts, engineering, business and health. Leading colleges and universities within walking distance to the development site or within a quick bus ride include: Rhode Island School of Design (RISD), Brown University, Johnson and Wales University (JWU), Roger Williams University (RWU), University of Rhode Island (URI), Providence College, and Rhode Island College (RIC).
- Brown University known for its research and technological advancements in applied mathematics and health sciences, especially neurology.
- Rhode Island colleges and universities award more than 2,000 STEM degrees each year. URI and Brown are investing nearly \$300 million combined in expanding their engineering programs.





- More than 6,500 software design, data processing, and computer programming businesses are located within 60 miles of Providence.
- Nearly 200,000 computer, software, and engineering professionals are employed in the Greater Providence-Boston metro areas.

Connectivity

- Served by T.F. Green Airport (PVD), an international airport just 20 minutes away from downtown, with 53 departures daily, and nonstop service to 14 markets serving nearly 4 million passengers per year.
- Northeast I-95 corridor facilitates easy access to New York and Boston. Nearly 700K passengers at Amtrak's Providence Station offers service on the Acela Express directly to Boston and New York, and MBTA's Commuter Rail, with service from T.F. Green Airport to Boston and Providence.

DEVELOPMENT AREA – CAPITAL CENTER SPECIAL DEVELOPMENT DISTRICT

Capital Center Special Development District ("Capital Center") is comprised of the land area north of Memorial Boulevard, east of Canal Street/College Hill, and south of Orms Street. Capital Center is home to the State House and numerous state office buildings. Capital Center as it exists currently, is the result of the 1979 Capital Center Plan which proposed and later resulted in the implementation of the expansion of Downtown through the relocation of the existing railroad tracks and the uncovering of the Providence River.

The Capital Center Plan was created with the intention of developing marketable land for a new commercial sector of Providence, enhancing access to Downtown Providence, providing an ordered set of public open spaces, creating a dense urban district, creating visual and physical linkages between Downtown Providence and Smith Hill, and enriching Providence's livability and vitality, among other objectives. To accomplish these objectives, the Capital Center Plan proposed relocating the existing railroad tracks, constructing a new railroad station, and daylighting the Providence River. The uncovering of the Providence River and construction of the new street connections began in 1986 and was completed by 1992.

In addition to the Providence Place Mall, in recent years, Capital Center has seen the construction of three new hotels, two high-end residential towers, and a new corporate headquarters building. The Veterans Memorial Auditorium Arts & Cultural Center in the northern portion of the Capital Center District has also reinvented itself and is contributing to the revitalization of a long ignored corner of Downtown. The Providence Train Station is an important transit hub within Capital Center that serves rail commuters and travelers through both the Massachusetts Bay Transportation Authority ("MBTA") and Amtrak systems.





DEVELOPMENT AREA

The development area includes parcels identified on the attached map as **Tax Assessor's Plat 19 Lot 115 (parcel 7A), Plat 19 Lot 113 (parcel 3e), Plat 19 Lot 114 (parcel 3w), Plat 19 Lot 119 (parcel 4e), Plat 19 Lot 118 (parcel 4w), Plat 4 Lot 263 (parcel 6C), Plat 19 Lot 123, Plat 19 Lot 124 (parcel 8), and park land.** The State would consider utilizing one, some or all vacant parcels to accommodate its needs. These parcels may or may not be available to this project for development given the willingness/disposition of owners to make them available for the PITS project. The State anticipates working with these owners on a cooperative basis to obtain the land for the project but is willing to use the tools at its disposal for parcel acquisition to facilitate this project.

The identification and assembly of the land needed for this project are critical to ensuring that key goals are met, including:

- Improving access for residents and workers
- Providing a clean, working, safe and secure transportation environment
- Increasing parking, bicycle, scooter and motorcycle storage
- Improving connections and minimizing transfers
- Supporting local and regional economic development
- Encouraging continued economic development

AMTRAK

National Railroad Passenger Corporation ("Amtrak") operates a train station on property located within the development area for this project referenced in this RFQ and is generally supportive of the development of the Property into a transit oriented development containing a multi modal bus facility as well as possible office, residential and retail uses. In connection therewith, Amtrak is willing to consider proposals from the successful bidder, on mutually beneficial terms, to incorporate Amtrak owned property not required for railroad purposes into a proposed transit oriented development. This may include, but not limited to, improvements or expansions of the station and granting air rights over Amtrak owned property. Any final agreement on the use of Amtrak owned property is conditioned on Amtrak's final approval of the proposed project, the use of Amtrak owned property and the terms controlling such use, the sources and uses of financing as well as the terms of the deal to develop the project.

SECTION III. GOVERNMENT INCENTIVES

STATE INCENTIVES

Rhode Island offers incentives and credits as well as grants that can aid businesses in a host of ways. To make sure that companies understand and take advantage of these incentives, the knowledgeable staff





of the Rhode Island Commerce Corporation ("Commerce RI") works one-on-one with each client to develop the appropriate approach to meet its goals.

From incentives that support the growth of companies in the state, to the job training and development credits and grants that keep businesses staffed with highly qualified employees, to a focus on streamlined permitting processes to help eliminate red tape, Commerce RI knows the lay of the land. Its well-informed and experienced team will work strategically to match clients with the appropriate tools to help them flourish.

This year, Rhode Island's legislature passed a powerful suite of new programs aimed at growing businesses and creating jobs. These incentives, benefitting businesses of every size, are some of the most significant and comprehensive in the Northeast, if not the nation.

The State of Rhode Island through Commerce RI makes available a number of incentives that can support and assist this development project and its future tenants. These include:

1. Qualified Jobs:

Companies expanding their workforce in Rhode Island or relocating jobs from out of state can receive annual, redeemable tax credits for up to 10 years with the Qualified Jobs Incentive program. Credits can equal up to \$7,500 per job per year, depending on the wage level and other criteria. The minimum number of new jobs needed to qualify varies by industry and company size, but can be as few as 20, or even 10, jobs. The first 500 jobs approved under the program will receive the maximum credit available.

2. Rebuild Rhode Island:

If a real estate project cannot raise sufficient funding, or is at risk of locating in another state, Rebuild Rhode Island can fill the financing gap with redeemable tax credits covering up to 20% – and, in some cases, 30% – of project costs. Commercial office, industrial, residential, mixed use development, ground-up construction and historic rehab can qualify. A minimum project cost of \$5 million and certain square footage/project size minimums may apply. Approved projects can also be exempted from sales tax on construction materials, furnishings and equipment.

3. Tax Increment Financing (TIF):

Tax Increment Financing provides capital for eligible projects by rebating the new state tax revenue generated by the project. An eligible project must demonstrate need through a "financing gap." The tax revenue rebate may not exceed 30% of total project costs (exemption for public infrastructure/utilities) or 75% of incremental revenue generated.

Details and information for all of Rhode Island's incentives may be found at the Rhode Island Commerce Corporation website at:

<http://commerceri.com/services/taxes-incentives/>





RHODE ISLAND MASS TRANSIT BOND

Rhode Island voters passed a major bond referendum in 2014 that makes available \$35 million in bond dollars to launch a transportation initiative; a portion of the bond funding will be available for land acquisition and/or funding for the transportation portion of this development.

CITY INCENTIVES

Tax Stabilization Agreement – The City of Providence has approved a tiered Tax Stabilization Program within the Capital Center District. The amount of project investment determines the terms of the stabilization allowed. A copy of the City Ordinance is set forth in the Appendix.

SECTION IV. SUBMISSION OVERVIEW

This document is a Request for Qualifications which the State intends to use as its pre-qualification process prior to the issuance of a Request for Proposal later this year. In general, we are interested in the following information:

- An overview of your firm's organization; include project history for the past five (5) years, along with any P3 experience.
- A description of experience in urban transportation projects with overbuilds. If Respondent does not have transportation experience, please describe complicated, urban development projects.
- An explanation of how Respondent would finance its projects?
- An explanation how Respondent would address the needs the State has identified and how Respondent typically works in regards to public outreach?

Section V. provides details information about the deliverables. Please comply with the instructions identified in that section

SECTION V. SUBMISSION DELIVERABLES

Each potential partner must provide three (3) bound hardcopies and one electronic version of all the documents requested in the RFQ listed below.





A complete RFQ response shall include the following sections in this exact order:

Section	Description	Pages/Other
Section 1: Cover letter and Respondent's Officer and Owner information	<ol style="list-style-type: none"> Cover letter introducing the project team signed by a principal with full contact information (Name, address, phones, fax, email, web address). Form of legal entity of Respondent and certificate of incorporation or equivalent document. Federal Tax Identification Number. Foreign Entities must include a statement agreeing, if selected, to qualify to conduct business in the State of Rhode Island. Describe any proposed joint venture, partnership or other structure for this RFQ. The response must list the officers and others with an interest in the submission: <ol style="list-style-type: none"> For Profit Corporation. If the Respondent is a corporation, list all officers, directors, and owners of ten percent (10%) or more of the capital stock; Nonprofit Corporation. If the Respondent is a nonprofit corporation, list all officers and directors. List any other entities that control or are controlled by the Respondent; Non-corporation. If the Respondent is other than a corporation, list all persons or entities with an interest of ten percent (10%) or more in the operations of the legal entity, including the title and percentage of the interest for each. 	Up to 5 pages per partner firm.





Section 2: Experience	<ol style="list-style-type: none"> 1) Describe the company's, owners' and employees' real estate and development experience. 2) Describe the company's, owners' and employees' prior contractual relationships with RIDOT, Commerce RI, RIPTA, or the State. Specifically, describe the owners' and employees' experience with transit facilities and transit-oriented development. 3) Provide project history for the past five (5) years, along with any P3 experience. Describe Respondent's Public-Private Partnership approach. Highlight experience in urban transportation projects with overbuilds. If Respondent does not have transportation experience, please describe complicated, multi-elevation urban development. 	Up to 5 pages per partner firm.
Section 3: Use & Development Plan	Provide a detailed master plan, property analysis and development overview. Provide a preliminary phasing plan/project schedule. Identify the parcels of land needed. Include conceptual plans/massing diagrams as well as a conceptual plan for integration of transit into the PITC. Additional rendering options will be accepted.	Up to 10 pages
Section 4: Community engagement strategy.	Provide a copy of past community engagement plans and how the information and format would be helpful for this project and identify what changes Respondent would make for this project. Provide a communication plan to include a community outreach and engagement strategy.	Up to 5 pages
Section 5: Financial overview	Provide how Respondent would finance the project from pre-development to construction, through lease-up and provide maintenance and operations for 10 years.	Up to 5 pages.
Section 6: Financial Information	Provide three years of audited financial statements.	Up to 3 pages per partner firm.
Section 7: Financial Questions	<ol style="list-style-type: none"> 1. Each Respondent must provide answers to the following questions. Note that for purposes of these questions, "the Respondent" shall include: any director, principal officer, partner, or owner of ten percent (10%) or more of capital stock or with an interest of ten percent (10%) or more; or any partnership, corporation, or other entity with which the foregoing are or have been affiliated. If 	Up to 3 pages per partner firm.





	<p>“yes” is answered to any of these questions, describe the circumstances in detail.</p> <p>a. Bankruptcy. In the past ten (10) years, has the Respondent filed for bankruptcy or been declared bankrupt?</p> <p>b. Foreclosure. In the past ten (10) years, has the Respondent been the subject of a foreclosure proceeding?</p> <p>c. Loan default. In the past ten (10) years, has the Respondent defaulted on a loan?</p> <p>d. Purchase and Sale, Lease or Real Estate Contract default. In the past ten (10) years, has the Respondent been in default of a purchase and sale agreement, a ground lease, any other lease, or a contract or agreement for the purchase or lease of real estate, or had such a lease, contract, or agreement terminated due to the Respondent’s failure to comply with the terms of the lease, contract, or agreement?</p> <p>e. Prohibition. Has the Respondent ever been prohibited from doing business with any government agency?</p> <p>f. Felony. Has the Respondent ever been indicted for or convicted of a felony?</p> <p>g. Illegal purpose. Has the Respondent ever been involved, affiliated, or in known contact with any entity intending to utilize the subject property for an illegal purpose or with any entity, individual, or member of any organized crime group or similar criminal enterprise?</p>	
<p>Section 8: Company Vendor Contacts</p>	<p>1. Bank Information – Provide the name, address and contact person and telephone numbers at each Respondent’s primary bank;</p> <p>2. Insurance Information - Provide the name, address and contact person and telephone numbers at each Respondent’s insurance company.</p>	<p>Up to 3 pages per partner firm.</p>
<p>Section 9: Other relevant information you wish to provide</p>		





SECTION VI. EVALUATION PROCESS AND CRITERIA

RFQ RESPONDENT

For purposes of the RFQ the State defines an “RFQ Respondent” as one that meets the selection criteria set forth below. The State will be the sole decision maker regarding the RFQ process. The State may or may not consult with key stakeholders including private sector partners and the general public.

The State will consider the following criteria:

Criteria	Description	Mandatory/%
Conformance with RFQ Requirements	All Respondents must submit three sets of complete hardcopies and one electronic version of the response to the RFQ. The hardcopies must contain all eight sections. Any Respondent who does not submit all of the requested information or does not comply with the RFQ’s submission requirements or whose responses to such submission requirements are not satisfactory may be eliminated from consideration.	Mandatory
Financial Capacity	Each Respondent must provide sufficient information to demonstrate Respondent’s financial capacity to pay or finance a development project in excess of \$100 million. Such evidence of financial capacity should include, without limitation, cash or other equities, all sources of financing, and any commitment letter(s).	30%
Development Plan/Use	Respondent must provide a detailed property analysis and development overview outlining how the issues noted in the document have been addressed. Respondent should emphasize its transportation approach and experience. Respondent should also emphasize plans to ensure the environmental sustainability of the development. Respondent should identify which vacant parcels in the Capital Center Special Development District are needed.	50% combined: Development Plan and Community





Community	Respondent must provide a detailed community outreach program used for previous successful urban intermodal transportation centers with overbuild or large urban development projects and explain which components would be effective for this project. In addition, list the incentives available through Commerce RI Respondent would find beneficial for this project.	Included in Development Plan/Use scoring above
Operations, Maintenance and Safety	Respondent must provide examples and an overall plan/program to provide operations management to the entire PITA project especially the intermodal portion. Particular emphasis should be placed on how Respondent intends to ensure a safe, secure and pleasant environment for all users. Examples of current properties would be helpful.	20%
MBE/WBE Plan	The State reserves the right to afford additional consideration to Respondents who are certified MBEs in Rhode Island. In addition, after selection, any Respondent who does not intend to perform all of the work with its own forces must recruit and engage minority/women business enterprises certified by the Division of Purchases, Minority Business Office ("MBEs") to perform at least 10% of the dollar value of the contract awarded pursuant to the Request for Proposal.	Mandatory

The State reserves the right to request additional information of any or all Respondents in writing and to use that information in evaluating the responses to RFQs.

In addition, the Request for Proposal will contain other legal requirements that Respondents must comply with in order to conduct business with the State of Rhode Island.

SECTION VII. DISCLAIMER

The information contained in this Request for Qualification (the "RFQ") or subsequently provided to Respondents, whether verbally or in documentary or any other form, by the Rhode Island Department of Administration Division of Purchases, on behalf of the Project Sponsors, or any of their employees or advisors, is provided to Respondent(s) on the terms and conditions set out in this RFQ and such other terms and conditions subject to which such information is provided.





This RFQ is not an agreement and is neither an offer nor invitation by the Department of Administration to the prospective Respondent(s) or any other person. The purpose of this RFQ is to provide interested parties with information that may be useful to them in the formulation of their submission for qualification pursuant to this RFQ (the "Submission"). This RFQ includes statements which reflect various assumptions and assessments arrived at by the Department of Administration in relation to the Project. Such assumptions, assessments and statements do not purport to contain all the information that each Respondent may require. This RFQ may not be appropriate for all persons, and it is not possible for the Department of Administration, its employees or advisors to consider the particular needs or objectives of each party who reads or uses this RFQ. The assumptions, assessments, statements and information contained in this RFQ may not be complete, accurate, adequate or correct. Nothing contained in this RFQ, or RFQ process, shall be construed as advice to Respondent(s).

Each Respondent should therefore conduct its own investigations and analysis and should check the accuracy, adequacy, correctness, reliability and completeness of the assumptions, assessments, statements and information contained in this RFQ and obtain independent advice from appropriate sources.

Information provided in this RFQ to the Respondent(s) is on a wide range of matters, some of which depends upon interpretation of law. The information given is not an exhaustive account of statutory requirements and should not be regarded as a complete or authoritative statement of law. The Department of Administration accepts no responsibility for the accuracy or otherwise for any interpretation or opinion on law expressed herein.

The Department of Administration, its employees and advisors make no representation, guarantee or warranty and shall have no liability to any person, including any Respondent(s), under any law, statute, rules or regulations or tort, principles of restitution or unjust enrichment or otherwise for any loss, damages, costs or expense which directly or indirectly may arise from or be incurred or suffered on account on anything contained in this RFQ or otherwise, including the accuracy, adequacy, correctness, completeness or reliability of the RFQ and any assessment, assumption, statement or information contained therein or deemed to form part of this RFQ or arising in any way with pre-qualification of Respondents for participation in this process.

The Department of Administration also accepts no liability of any nature whether resulting from negligence or otherwise howsoever caused, directly or indirectly, arising from reliance of any Respondent upon the statements or information contained in this RFQ.

The Department of Administration may, in its absolute discretion but without being under any obligation to do so, update, amend or supplement the information, assessment or assumptions contained in this RFQ. Interested parties are instructed to check the Department of Administration Division of Purchases website at www.purchasing.ri.gov on a regular basis, as additional information relating to this RFQ may be released in the form of an addendum to this RFQ.





The issuance of this RFQ does not imply that the Department of Administration is bound to select and short-list pre-qualified Respondents for the Request for Proposal stage or to appoint the selected Respondent(s) for the Project, and the Department of Administration reserves the right to reject all or any of the Submissions without assigning any reasons whatsoever. The Department of Administration, in its absolute discretion, reserves the right to accept or reject any and all Submissions submitted in response to this RFQ, to waive minor irregularities, to award in part, or to negotiate with Respondent(s), as necessary, to serve the best interest of the State.

A Respondent shall bear all its costs associated with or relating to the preparation and submission of its Submission, including but not limited to preparation, copying, postage, delivery fees, expenses associated with any demonstrations, presentations, or oral clarification which may be required by the Department of Administration or any other costs incurred in connection with or relating to its Submission. All such costs and expenses shall remain the responsibility of the Respondent and the Department of Administration shall not be responsible for any other costs or other expenses incurred by a Respondent in preparation or submission of the Submission, regardless of the conduct or outcome of the RFQ process.

To the extent that liability cannot be disclaimed or excluded by this Disclaimer, the maximum aggregate liability of the Department of Administration is \$1.

SECTION VIII. APPENDICES

- 1) The Capital Center Special Development District Design and Development Regulations
- 2) Maps of Capital Center Special Development District
- 3) 2014 RIPTA Study: " Re-Designing Downtown Transit: Providence Bus Service Improvements"
- 4) 2014 RIDOT Study: "Providence Station Operational Analysis"
- 5) RIDOT TIGER Planning Grant Application: Providence Station Transit Center
- 6) Providence Tax Stabilization Program

Thank you.

